

APPROVED: Meeting No. 34-91

ATTEST: *Sharon A. Gran*

MAYOR AND COUNCIL
ROCKVILLE, MARYLAND
Meeting No. 32-91

September 10, 1991

The Mayor and Council of Rockville, Maryland, convened in Worksession in the Council Chamber, Rockville City Hall, Maryland Avenue at Vinson Street, Rockville, Maryland, on September 10, 1991, at 7:30 p.m.

PRESENT

Mayor Douglas M. Duncan

Councilmember James F. Coyle

Councilmember Viola D. Hovsepien

Councilmember James T. Marrinan

Councilmember David Robbins

In attendance: City Manager Bruce Romer, City Clerk Sharon Gran and Assistant City Manager Rick Kuckkahn.

Re: Worksession with Traffic and
Transportation Commission

Traffic and Transportation Commission members John Borden, Louis Fuerst, Stanley Klein, Alan Levine, William Meyer and Herbert Pennock, City Traffic Engineer, Joe Cutro, and Chief of Police Treschuk discussed the following issues with the Mayor and Council:

Neighborhood Traffic Control

Chief Treschuk outlined the enforcement efforts utilized by the Police Department to deter speeding and other moving violations. Directed patrols are used to respond to specific complaint areas. These patrols, along with Officer Tuttle and the speed indicator, are part of the Department's ongoing efforts to control traffic in the City. Over 12,000 traffic citations were issued by the Rockville City Police last year.

Education is the key component in controlling traffic, and Chief Treschuk

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indicated that he and his staff are always willing to attend neighborhood meetings to brief citizens.

The Traffic Engineer indicated that, although signs facilitate police enforcement, they do not control speeding. Traffic circles and "rest in red" are two methods being experimented with for controlling speeding. Mr. Klein noted the "Maple Avenue effect," that is, there is a correlation between lack of a sidewalk on a particular street and the incidence of speeding.

The proposed "Guidelines for Neighborhood Traffic Management" focus on volume rather than speed. Where volume is reduced, whether by design or by chance, the number of complaints regarding speeding typically drops dramatically. The Traffic Engineer stated that there is little correlation between speeding complaints and safety.

A table depicting safety records for selected primary residential streets was distributed. The four-year accident history was illustrated by rate per mile (citizen perception) and rate per million vehicle miles travelled (driver safety). Conclusions drawn from the table are:

- o there is no correlation between STOP sign density and safety;
- o there is reasonable correlation between volume and accident rate per mile;
- o in focusing on streets which are the subject of citizen complaints, the City may be ignoring streets with real safety problems.

A three-prong approach to controlling traffic was suggested by the Traffic Engineer as follows:

- o a program of volume control governed by Guidelines for Neighborhood Traffic Management;
- o a continued experimental speed control program; and
- o a new program of neighborhood safety improvement subject to new rules and regulations similar to those for neighborhood traffic management.

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Every speeding complaint would be processed through this new program. If the perception of speeding matches a documented safety risk, an "engineering" treatment would be explored. If the safety history associated with the street does not warrant an engineering treatment, the complaint would be referred to the Police Department for directed patrol.

The Commission was requested to discuss with the Traffic Engineer his three-prong approach and recommend a course of action.

Discussion followed regarding ways to accelerate implementation of solutions to traffic problems and/or forecast more accurately the installation or construction schedules. There was also discussion as to initiating legislative action which would allow revenues from traffic citations to go to the City rather than the State. It was noted that Frederick had followed this procedure for a number of years before recently changing to the State citations. Staff will report back as to the feasibility of pursuing such a change in Rockville.

Mr. Meyer referenced action taken by Bethesda homeowners to deter speeding on a particular road. Here, again, the importance of education in resolving traffic problems was mentioned and will be encouraged in the City.

Pedestrian Issues

Mr. Klein noted the importance of developing guidelines and/or policies with respect to pedestrian complaints and issues similar to those developed for traffic management. Mayor Duncan responded that earlier memos of the Traffic and Transportation Commission regarding this matter would be reviewed and placed on a future Mayor and Council agenda for approval. It was also agreed that the Traffic Management guidelines would be placed on the agenda for approval by the Mayor and Council.

The issue of elevator access to the Metro pedestrian overpass was discussed, and the Commission agreed that installation of an elevator is appropriate. It was also

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noted that, if possible, the stairway should be included along with the elevator to provide both mechanisms for access. Mr. Meyer noted that the tile of the overpass walkway is hazardous when wet and should be evaluated in conjunction with construction of the elevator.

Staff will review the feasibility of accelerating this project in the CIP and bring this matter back as a discussion item on a future Mayor and Council agenda.

Pedestrian Conference

It was agreed that funds would be provided for Commission member Dennis Cain to attend this conference in Bethesda, October 2-4.

Commission Chairmanship

Alan Levine will be the Commission Chair for the October 1991-1992 term.

Another worksession will be scheduled at a later date with the Traffic and Transportation Commission when feedback is received from the Planning Commission regarding the Master Plan.

Re: Worksession with Recreation
and Park Advisory Board

Commission members Steve Edwards, F. Terry Baker, Robert Taylor, Brodie Mullican, Genie McKay and Paula Strain discussed the following issues with the Mayor and Council.

Oktoberfest

Oktoberfest will be held at the Middle Lane site on September 21 and 22. A 40 by 120 foot tent will be erected and will provide seating for 300 along with the stage for entertainment.

An arts and crafts show will be held both days with over 70 crafters participating. The Farmers Market will operate at its usual Saturday time but will be moved back to the grass area. The children's activities (Kids Kastle) will be located at the Farmers Market site.

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German-style entertainment has been secured and food vendors will offer a variety of German dishes.

Hometown Holidays

Location

Staff recommended remaining at the Middle Lane site rather than moving Hometown Holidays back to Courthouse Square. The Middle Lane site has over four acres of usable space while Courthouse Square is just over one-half acre. Some advantages to the Middle Lane site include: line of site access for large crowds; excellent storage area and excellent emergency access.

Mayor Duncan commented that there were complaints that the Middle Lane site did not have the "atmosphere" of Courthouse Square. Staff responded that they would attempt to soften the surface of the asphalt parking lot, possibly with sand or wood chips.

Hours of Operation

In view of the minimal day crowds at this year's event, the long hours required of staff and conflicts with local businesses, staff suggested changing the hours of operation next year to 4:30 through 10:30 on Saturday and Sunday. The Monday hours would remain the same with the antique show following the parade. The juried craft show on Saturday and Sunday would be dropped.

All other components of the celebration would remain the same, that is, the fireworks and laser shows and headline entertainment on Saturday and Sunday evenings. The reduction in hours of operation should result in a savings of approximately \$30,000.

Discussion ensued regarding the starting time of 4:30 p.m. and the need for activities for all age groups.

On Site Changes

The sponsors/officials area would be moved to Rockville Arts Place, and the food vendors would be set up in the Rockville Arts Place parking lot. Activities for

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children would be located in the Farmers Market area; the stage would be moved to the center of the Middle Lane site and the laser show screen would be erected on the asphalt.

Mayor Duncan suggested that service clubs and schools be contacted to determine their interest in setting up game booths at Hometown Holidays and activities such as Bullets Basketball, etc. Such an arcade-type atmosphere should facilitate interaction among visitors.

Entertainment

The savings realized from the reduction in hours of operation would be used for the evening headline entertainment. Councilmember Coyle suggested that, in advertising for the event, individuals be encouraged to bring chairs or cushions for seating.

It was agreed that staff would contact every Town Center retail store to solicit their participation in the Hometown Holidays celebration.

Another worksession will be scheduled with the Recreation and Park Advisory Board in the near future to discuss other issues.

Re: Adjournment

There being no further business to come before the Mayor and Council, the meeting was adjourned at 9:35 p.m., to convene again in General Session at 7:30 p.m. on September 16, 1991, or at the call of the Mayor.